	CLASSIFICATION SECRET	ECRET
	CENTRAL INTELLIGE INFORMATION	REPORT
COUNTRY		CD NO.
SUBJECT	•	DATE DISTR. 6 Oct 51
	Bielsko - Aleksandrowice Airfield	NO. OF PAGES 5
		NO. OF ENCLS. 2 (LISTED BELOW) (A)
		(B) 2-PAGES SUPPLEMENT TO
		REPORT NO.
THIS DOCUME! OF THE UNIT! AND 794, OF LATION OF ! PROBLE! TED	AT CORTAINS INFOMMATION AFFICE/FIRS THE MATIONAL DEFENSE TO STATES, DITHIE THE MEANING OF FITCE 18, SECTIONS 792 THE U.S. COOR, AN ARRHADEL. ITS CHARMISISION OF SEVEN- THE U.S. COOR, AN ARRHADEL. THE THANKISION OF SEVEN IS TO CONTENTS TO AN ARCELY? BY AN UNAUTHORISTO PERSON IS TO CONTENTS TO AN ARCELY? BY THE POWN IS FRANCISTED.	THIS IS UNEVALUATED INFORMATION
1.		arly known as Bielsko - Aleksandrowice. 35 and during World War II it was used by e the end of the war, it has been adminis asport, through the Bielsko Airfield
	Location	
2.	2. It was located a proximately $3^1_R$ kilometers west of Bielsko-Biala (4949). The northern perimeter bordered the Bielsko-Cieszyn road. The Bielsko-railroad line was about 600 meters to the north of the field. The Vis River was 18 kilometers to the west.	
	Dimensions	
3.	The overall length of the field was approximately 1400 meters, west to east, 600 meters wide, south to north. The field could be extended in an easterly direction about 1500 meters as the terrain was level.	
	Runways and Surface	
4.	At the time of my departure from Poland there were no concrete runways. The landing strips were grass. Landings were most fremently made from south-east north-west. The secondary landing strip was approximately 1000 meters long extending from west to east. Occasional landings were made from south southeast to north northwest; this landing strip was about 700 meters long. The soil was clay, seeded with grass. The artificial drainage system was excellent and permitlying during rainy weather. It was about 400 meters above sea level.	
	Access	
	There were no railroad spurs leading railroad track. The Bielsko-Cieszyn means of access to the field.	into the field from the Bielsko-Cieszyn and the Kamienica-Wapnica roads were the c
	Aircraft Dispersal Points	

Approved For Release 2004/02/10 : CIA-RDP80-00809A000600010080-8

6. There were no designated dispersal points. During the last war, German military aircraft were dispersed in the small deciduous forest located northeast of the field CLASSIFICATION SECRET

( 20 )

STATE

ARMY

25X1

SECRET SECRE

-2-

#### Obstructions

7. The only possible obstruction to night flying was a factory chimney about 30 meters high located about 1000 meters west of the airfield.

#### Technical Facilities

- 8. There were no radio facilities at the airfield. The telephone exchange office and the weather station were located in the administration building. Electric power was supplied by the power station in Bielsko; the voltage was 220.
- 9. Daytime landing ids consisted of a letter "T" formed with white canvas. A letter "T" of white canvas signified that landing permission was not granted. A sign consisting of a white stripe painted diagonally across a square wooden board, two meters by two meters, served as a warning to pilots that glider planes were airbrone in the vicinity of the field. The sign was placed on the south side of the administration building.
- 10. Gasoline lamps was used as night landing aids and were spaced along the entire length of the landing strlp at 50 meter intervals. The approach limit of the landing strlp was marked with orange-yellow lamps. There were no searchlights at the field.
- 11. I estimate that a conventional fighter squadron could be accommodated at this field and in the event of hostilities, a fighter regiment could be accommodated with an increase of maintenance facilities.

## Defense Installations

12. There were no antiaircraft units stationed at this field or in the immediate vicinity. The airfield had no airraid marning device.

### Supply

13. I believe that the 8-72 octane gasoline was supplied by the Trzebinia (5010N - 1928F) Poli installations and aviation oil was supplied by the Czechowice (4954N - 1900E) refinery.

#### Meteorological Factors

14. From November until April, strong southwest winds, sometimes reaching gale proportions, often grounded all aircraft at the field. These gales sometimes lasted for three days. The PO-2 aircraft were equipped with skis during mowy weather.

## Administration and Personnel

- 15. The airfield was administered by the Ministry of Roads and Air Transport, through the Department of Civil Aviation (DLC Department Lotnictwa Cywilnigo) and the airfield supervisor. Prior to April 1951, the Department of Civil Aviation and its subsidized civil airfields were subscribed to the Ministry of Communication.
- 16. There were three civilian agencies at the airfield: the Clider and Sailplane Institute (Instytut Szybownictwa), which was also called the Ilider Research Plant (Szybowcowy Zaklad Doswiadzalny); the Central Pilot Instructors School (Centralna Szkola Instruktorow Pilotazu), and the Bielsko Aero-Club (Aero-Lub Bielski). In June 1951, only the administrative office and the engineering shop of the Glider Sailplane Institute was located at this field.
- 17. In June 1951, the Clider Institute employed about 200 people; this number included 24 glider construction engineer and 12 construction technicians. The Pilot Instructors School employed 15 pilot instructors for training 48 students. The Ministry of Roads and Air Transport employed one airfield supervisor, one assistant, three administrative clerks, one chief flying instructor, three cilot instructors, one chief mechanic, five aircraft mechanics and four aircraft mechanics.

SECRET

# SECRET SECRET

-3-

 $\angle$ The points listed hereunder refer to an overlay of Poland and Czechoslevakia, Enclosure (A) $\angle$ 

- Point #1. Bielsko-Aleksandrowice Airfield (494810N 190020L).
- Foint #2. Bielsko-Biala (4949N 1903E).
- Point  $\sqrt{3}$ . Bielsko-2ywiec Railroad Line; double track, standard European Gauge.
- Point #4. Town of Zywice (4941N 1913E).
- Point #5. City of Cieszyn (4946N 1836E).
- Point #6. Bielsky-Cieszyn Road; cobblestone; approximately six meters wide.
- Foin+ #7. Bielsko-Cieszyn Railroad. A single track, standard European Gauge line. The Bielsko-Aleksandrowice Airfield was about 600 meters south of this line.
- Point #8. Vistula (Wisla) River.
- Point #9. Bielsko-Andrychov road; cobblestone; approximately 10 meters wide; in good condition.
- Point #10. Bielsko-Andrychov-Krakov Railroad Line.
- Point #11. Town of Andryellow.
- Point "12. Town of Pszczyna.
- Point #13. Bielsko-Pszezyna road.
- Point #14. Bielsko-Oswiecim road.
- Point #15. City of Oswiccim (5002N 1914E)
- Point #16. City of Krakow (5005H 1955E).

The points listed hereunder refer to memory sketch of Bielsko-Aleksandrowice Airfield, Enclosure (B)

- Point #1. Bielsho-Dieszyn road cobblestone; approximately six meters wide.
- Point #2. Gravel road, about eight maters wide; it led south into the airfield compound.
- Point #3. Airfield greenhouse.
- Point #4. Cow and herse barn of brick; about 18 maters long and eight maters wide. The roof was covered with sheets of tin.
- Point #5. Gravel road, about eight met rs wide, leading south to the hangar.
- Point #6. Carage and living quarters; brick; two stories high; about 25 meters long, 10 meters wide and in the shape of an "L". The ground floor was used as a garage and office; the first floor was used as living quarters for airfield caployees.
- Point #7. Wood farm nouse.
- Point #8. Hangar. In June 1951, it was being renovated as an assembly shop for sailplanes and prototype trainer aircraft. It was constructed of reinforced concrete and brick; 46 meters long, 28 meters wide and 14 meters high. The roof was covered with sheets of tin.

SECRET

SECRET

-4-

- Point #8A. Glider and sailplane sub-assembly shop which was to be ready for use by the Glider Institute by 22 Jul 51. The tools and machinery located in the Glider and sailplane shop in Bielsko were to be moved here. Additional machinery was ordered by the Institute from Sweden. It was constructed of reinforced concrete; about 42 meters long, north and south, and 10 meters wide and 16 meters high. The roof was constructed of reinforced concrete.
- Point #8B. Glider and sailplane sub-assembly shop constructed of reinforced concrete, about 46 meters long, 12 meters wide and 16 meters high. This shop was also to be operational by 22 Jul 51.
- Point #8C. Three-story brick building, about 42 meters long, 10 meters wide with a low-pitched, gabled roof. It housed the engineering office, blue-print drawing office testing laboratory and restaurant.
- Point #9. Underground water reservoir, with a capacity of about 48000 gallons.
- Point #10. Gravel road.
- Point #11. Two-story building constructed of reinforced concrete, about 46 meters long and 14 meters wide. The ground floor was occupied by class rooms and offices of the civil pilot instructors school. The first story was used as billeting space for the students attending the school.
- Point #12. Hangar, constructed of reinforced concrete. It is approximately 44 me'rs long, 26 meters wide and 12 meters high. The roof was constructed of reinforced concrete covered with a layer of cork insulation and tarpaper. The floor was of concrete. One PO-2, three CSS-13's (CSS Centralne Studium Sameloto'w), three US Piper Cubs, one PWS-26's (PWS Panstwdwa Wytwernia Samolotow) one Szpak-4 (four seater), one Zak-3 (two seat trainer), one Heinkel-72, eight gliders (two Sg-38's, two ABC's four Salamandra type), 30 sailplanes (six German Gruna Babys, two German-type two-seeter Kranichs, 12 Muchas, four SEP's, two Jastrzabs, one Olympia, one Wazka, one Nietopierz, and one Kaczka type.)
- Point #13. Hangar workshop of reinforced concrete, about 12 meters long and six meters wide. The roof was constructed or reinforced or cerete covered with cork insulation and tar paper. Minor repairs on gliders, sailplanes and training aircraft were performed here. Tools were usually of Soviet manufacture.
- Point #14. Hangar apron; concrete approximately 44 meters long and 25 meters wide.
- Point #15. Underground aviation gasoline storage tank with a capacity of 38,000 liters, located about 40 meters north of the hangar.
- Point #16. Underground gasoline storage tank with a capacity of 26,000 liters. It was located about 2 meters north of the fuel pumping station.
- Point #17. Aviation gasoline fuel pumping station. Gasoline was pumped through an underground pipe to the aircraft refueling point located in the center of the airfield apron.
- Point #18. Underground oil tank, of reinforced concrete, about five meters long, four meters wide and three meters deep. Aviation oil was stored here in 200 liter iron barrels. In June 1951 there were 1450 kgs, of summer oil.

SECRET

**SECRET** 

.-3 **-**-

Point #19. Two story administrative building, about 44 meters long, 10 meters wide constructed of reinforced concrete. The ground floor was occupied by the local aero-klub offices. The airfield's meteorological station, weather station personnel and the supervisor's quarters were located on the second floor.

Point #20. Meteorological instruments site.

Point #21. One-story brick building, about 15 meters long and eight meters wide. It was used as living quarters by the airport janitor.

Point #22. Grass landing strip, about 1000 meters long.

Point #23. Grass landing strip about 700 meters long.

Point #24. Main landing strip about 1400 meters long, extending northwest to southeast.

Point #25. Cultivated field, where the drainage system was installed.

Point  $\frac{1}{n}$ 26. Wapienica - Kamienica road, about  $5\frac{1}{2}$  meters wide.

-ond-

ENCLOSUME (A) Overlay of Poland and Caechoslovakia

(B) Memory sketch of Bielsko-Aleksandrowice Airfield.

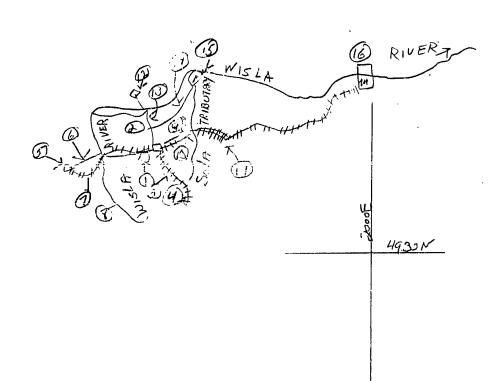
Approved For Release 2004/02/10 : CIA RPROFED 809A000600010080-8

25)

SECRET SECRET

ENCLOSURE (A)

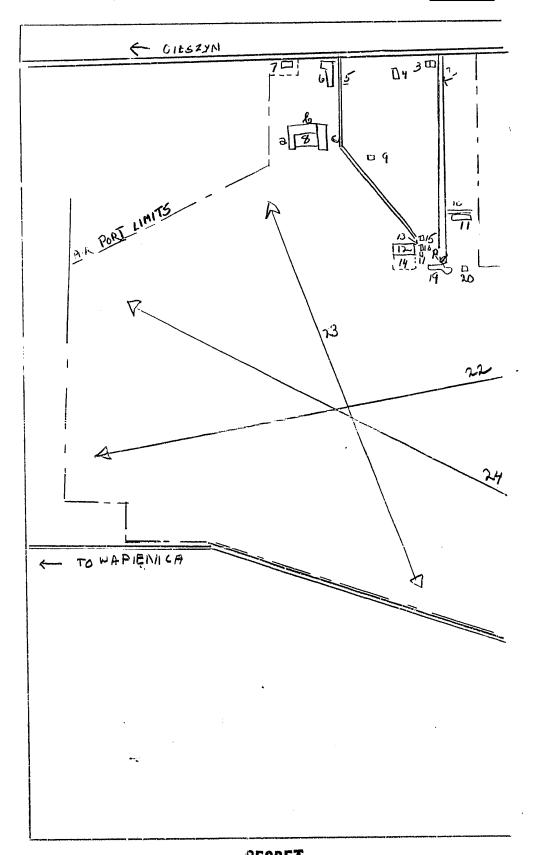




SEGRET

SECRET SECRET

ENCLOSURE (B) PAGE -1



SECRET

ENCLOSURE (B) PAGE -2

TO BIELSKO BIALA -> BIFLOKO /ALEKSANDROWICE AIR PORT